

AMENDMENTS TO THE SPECIFICATION

Please replace the paragraph beginning on Page 7, Line 24, with the following new paragraph:

As best shown in prior art Fig. 2, the lever 38 is pivotally supported on a link assembly 80 by a pivot pin ~~82~~ 81. The link assembly 80 and the lever 38 are supported between the upper ends of the web portions 62 and 62' of the brake shoes 50 and 50', respectively. The link assembly 80 includes a first end 82 having a slot 84 formed therein to receive a portion of the web 62' of the brake shoe 50' to operatively couple the link 80 to the brake shoe 50'. The lever 30 includes a portion 86 which is operatively disposed adjacent a portion of the web 62 of the brake shoe 50. The lever 38 is provided with an opening 88 which is adapted to receive an end 90 of a known generally S-shaped hook member 92 which is operatively connected via an actuation cable 94 to a manually operated parking and emergency brake actuation device (not shown, i.e., a driver operated hand lever or foot pedal), for manually actuating the parking and emergency brake. Alternatively, other known constructions of the link assembly 80 can be used.

Please replace the paragraph beginning on Page 9, Line 1, with the following new paragraph:

Referring now to prior art Fig. 3 and using like reference numbers to indicate corresponding parts, there is illustrated a portion of a second embodiment of a prior art vehicle drum-in-hat disc brake assembly, indicated generally at 100, including a second embodiment of a prior art drum-in-hat parking and emergency brake portion 116. In this embodiment, the prior art drum-in-hat parking and emergency brake portion 116 includes a lever 138 having an end 188 adapted to receive a known generally clevis member 192 which is operatively connected via the actuation cable 94 to a manually operated parking and emergency brake actuation device for manually actuating the parking and emergency brake. The end ~~192~~ 188 of the lever 138 defines an end width W and includes a pair of offset or inset surfaces relative thereto. Specifically, the end 188 includes a first relatively deep offset 192A and an opposite

second relatively shallow offset 192B which enable the clevis member 192 to be releasably and reliably connected to the end 188 of the lever 138. The construction of the prior art vehicle drum-in-hat brake assemblies 10, including the prior art drum-in-hat parking and emergency brake portions 16 and 116, thus far described are conventional in the art.

Please replace the paragraph beginning on Page 10, Line 10, with the following new paragraph:

As best shown in Figs. ~~5 and 6~~ 7 and 8, the lever 238 is generally flat and includes a first end 288 and a second end 290 which is slightly angled relative to a main body 312 of the lever 238. The ~~second~~ first end 288 is uniquely shaped end for a purpose to be discussed below. In particular, the first end 288 is generally G-shaped (when viewed in Fig. 7) and includes a first or rear portion or leg 300, a bottom or intermediate portion or leg 302, and a second or front portion or leg 304. The end 288 includes a uniquely configured slot or opening 310 formed therein. The opening 310 includes a first or outermost opening 310A defining a first opening dimension D1, a second or intermediate opening 310B defining a second opening dimension D2, and a third or innermost opening 310C defining a third opening dimension D3.